

NEVADA COUNTY TRANSPORTATION COMMISSION

Minutes of Meeting August 20, 2003

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, August 20, 2003, scheduled for 8:30 a.m., in the City of Grass Valley Council Chambers, 125 East Main Street, Grass Valley, California

Members Present: Kerry Arnett, Drew Bedwell, Ann Guerra, Chet Krage, Linda Stevens, Josh Susman, Robin Sutherland

Members Absent: None

Staff Present: Dan Landon, Executive Director; Nancy Holman, Administrative Services Officer; Toni Perry, Administrative Assistant; Mike Woodman, Transportation Planner.

Standing Orders: Chairman Susman convened the Nevada County Transportation Commission meeting at 8:32 a.m.

Pledge of Allegiance:

INFORMATIONAL ITEMS: For discussion and possible action.

1. Financial Reports:

Commissioner Krage questioned if the County of Nevada Department of Transportation had submitted a claim for pedestrian and bike funds for developing the path along Combie Road. Mr. Landon said they had not, but that they had stated they intended to.

2. Correspondence:

G. Air Resources Board - Letter transmitting California's eight-hour ozone monitoring data for 2000 through 2002 to support the U.S. Environmental Protection Agency's steps to designate areas as attainment or nonattainment for the federal eight-hour ozone standard.

Executive Director Dan Landon stated this letter identifies the counties that are planned to be designated as non-attainment under the Federal eight-hour ozone standard, and Nevada County is one of them. This designation is scheduled to occur in the spring of 2004. Staff is working with Northern Sierra Air Quality Management District staff to prepare for this designation.

Commissioner Guerra asked if the nonattainment status would make the County eligible for additional funding for transit. Mr. Landon responded that it would, and that a preliminary review has shown the County could possibly receive around \$400,000-\$500,000 a year from Congestion Management and Air Quality Funds (CMAQ).

Commissioner Stevens asked if any foothill counties had found ways to make Sacramento and San Francisco responsible for the pollutants that are transported into the foothill region. Mr. Landon responded that Sacramento has recognized their responsibility and was in the process of working on an attainment plan. In 2003, legislation was passed that requires the Bay Area Counties to participate in Smog Check II, an auto maintenance program that helps reduce pollutants.

- L. California Transportation Commission - Receipt of the elderly and disabled transit program (FTA 5310 Grant) draft 2003/04 prioritized project list.

Executive Director Landon stated that this preliminary report shows Gold Country Telecare, Inc. will receive three vehicles in the coming year through the FTA 5310 program. Gold Country Telecare, Inc. will need to provide a 20% match or approximately \$30,000 to acquire these three vehicles. (Please Note: After the meeting, Mr. Don Martin, Executive Director of Telecare, showed Mr. Landon that the award is for five vehicles, so the corresponding match will be \$50,000).

Chairman Susman, referring to correspondence items concerning Caltrans and how the state budget will affect project timelines, asked staff to be diligent with Caltrans to get the most current information from Sacramento regarding the budget and projects.

3. Executive Director's Report:

3.1 Completion of the Truckee Ramps Project

Executive Director Landon provided background information on the development of this project. In July, Caltrans notified the Town of the need for an additional \$484,000. This issue was discussed by the Town's staff, NCTC staff, and Caltrans staff and a tentative agreement has been worked out whereby the Town will provide \$284,016 for construction costs and Caltrans will provide \$200,000 for potential overhead costs to the contractor. The Town will discuss this matter at its next Council meeting.

Chairman Susman stated it was the timeliness of notification that was the biggest frustration the Town had with this request for funding. Caltrans was aware of this need as early as April and the Town was not made aware of it until July 28th or 30th.

3.2 Dorsey Drive Interchange Project Development Process

Executive Director Landon stated that due to a Caltrans hiring freeze and the potential for another 10% reduction in staffing, there is not enough design staff available to work on this project in September when the survey data will be ready to be incorporated in the design. This could cause a delay for work to be done by right-of-way and environmental staff. Mr. Landon stated that Tom Brannon had told him that design staff will start no later than November 1st, which will be a sixty day delay between the time the survey data is ready for use and the time it actually gets incorporated. Mr. Brannon will notify NCTC staff how this will impact the final schedule.

3.3 Idaho Maryland/East Main Intersection Improvements

Executive Director Landon stated that the original concept of the roundabout was designed to fit within the existing right-of-way so as to not impact any existing businesses and to move the project ahead swiftly. It appears now that given the volume of traffic moving through the intersection, the roundabout will need to be a larger facility than first planned. The designer is trying to minimize the impacts the roundabout will have on businesses. Grass Valley staff is looking at interim potential solutions to provide some sort of traffic control, such as signalization, until the roundabout can be built. Mr. Landon stated it would be about eighteen months before construction could begin due to the need to address drainage and utility relocation issues.

4 A. Caltrans District 3 - Project Status Report: Tom Brannon, Caltrans Project Manager.

Mr. Brannon explained to the Commission some of the problems he sees Caltrans is going to face in the next two to four years in programming and delivering transportation projects. Due to the state

budget, Caltrans is now literally over programmed in total commitments. Caltrans is also facing a reduction in staff resources.

Mr. Brannon then reviewed his written report on the status of the projects in Nevada County. The following is a synopsis of those projects discussed:

- Nevada 20 Safety Realignment and Widening: Due to staff shortages, a new schedule has been made. The project is scheduled to be advertised for bid in January 2006.
- Dorsey Drive Interchange: Survey data will be ready in September, but there is no design staff available until November 1, 2003. Mr. Brannon will prepare a revised schedule for this project based on current resources available.
- Widening of SR 49 from Wolf/Combie to Grass Valley: Design staff will not begin work until January 2004. Due to reductions in environmental staffing, a single biologist is working the corridor doing environmental surveys. Consultant dollars are going to be cut, which may cause a delay of thirty-six months in completing the Project Approval and Environmental Documentation (PA/ED). Mr. Brannon will develop a realistic schedule for obtaining PA/ED with the current resources. He will also do an estimate of how many dollars will be available to fund construction of a section of the road. Mr. Brannon stated that getting a portion of this project funded for construction will help keep the project on track later.
- Widening and Shoulder Work from Pekolee Drive to Lime Kiln on SR 49: The Project Report is due in January 2004 and the job will be ready for advertisement in April 2005 and completed in the 2005 construction season.
- SR 89 Traffic Signals and Roundabouts: The Town of Truckee is developing the Concept Approval, Project Report, and PS&E for the roundabouts. Caltrans legal department asked that the Financial Contribution Agreement with the Town be modified to show a "drop-dead" date for advertisement of the project by the Town. If the date is not met, Caltrans wants the option to program the moneys for a signal project. Truckee is concerned that the Caltrans review process might keep them from having the project ready by the appointed time.
- Truckee Bypass Mitigation: The contract acceptance is planned for October 1, 2003.
- Truckee Bypass Mitigation Planting: This project is an example where Caltrans programmed the project, but now there are not enough dollars to match the commitment. Caltrans needs the CTC to allocate the funds in order to advertise the job, and will go to the CTC September meeting to request the funds again.
- Relinquishment of Old Route 267 to the Town of Truckee: Completion of construction is planned for October 1, 2003. Mr. Brannon will be meeting with Town staff to go over the relinquishment process.
- Bear River to Wolf Combie Widening Project: This project is in construction. Caltrans traffic department staff has approved the plans for the Streeter Road left turn pocket lane and the plan sheets are with the resident engineer who will go to the contractor to negotiate the Change Order.
- Brunswick Road Traffic Signal: Construction started August 4, 2003. Completion is scheduled for October.

- Mechanics Sub Shop at the Nevada City Maintenance Station: This project was programmed, but is suspended for lack of construction funding. This project will probably be cut from the SHOPP program.

Commissioner Arnett asked if the Gold Flat roundabout was still in the works. Mr. Brannon responded in the affirmative stating it was a safety-funded project. The PA/ED is scheduled for January 2004, with construction beginning in July 2004.

Chairman Susman asked Mr. Brannon if he thought it was possible for Caltrans to become more proactive with looking outside its agency to create partnerships. He asked if there was a way a community could work with Caltrans in a cooperative manner of joint funding to get a strongly committed project completed. Mr. Brannon responded that cooperation began with him and that he does stay in touch constantly with an agency or jurisdiction to discuss issues, such as he has with the Town of Truckee. Executive Director Landon stated that with regards to the SR 49 widening project, he could see a beginning of the proactiveness Chairman Susman was asking about. He stated that there was cooperation occurring with Caltrans because of the continued communication and support of the Commission. Commissioner Krage expressed his appreciation of communication he has received from Mr. Brannon and strongly supported continued communication.

4B. SR 49 at La Barr Meadows Road: Robert Peterson, Caltrans Traffic Safety Engineer.

The following information is a synopsis of Mr. Peterson's presentation:

Mr. Peterson stated that to use safety funds for a project, Caltrans has to follow guidelines from both the state and the Federal Highway Administration (FHWA). All accidents that are reported by the CHP are recorded by the state into a database called TASAS (Traffic Accident Surveillance Analysis System). Mr. Peterson reviewed the TASAS for the La Barr Meadows Road intersection and noted that there had been a total of ten recorded accidents in the last three years. Of those ten, two were fatal and three were injury accidents. (It was noted this report has not yet reported a third fatal that occurred in July 2003). Mr. Peterson stated there are eleven warrants that are used to determine if a traffic signal should be installed, and one of those is accident experience. When this intersection was analyzed in 2000, none of the eleven warrants were met. Mr. Peterson has asked the Caltrans Operations Division to do an analysis of this intersection again. He explained that traffic signals are not always the solution as they can change one accident pattern to another (e.g. changing broadside collisions to rear-end accidents).

Commissioner Bedwell stated that a large number of senior citizens resided along this section of SR 49. He asked if a letter from the Board of Supervisors or Legislature would help to bring attention to this area or if Caltrans was strictly waiting for statistics to indicate a need for improvement. Mr. Peterson responded that a letter would help and that the signal warrant analysis would occur. He noted that when the highway is eventually widened, a signalized intersection is to be located further south to collect several frontage roads to a single location. Mr. Peterson stated that if an intersection met warrants, then a signal would be installed with state safety funds. However, if the need was an operational issue, then the county or city would need to fund it.

Commissioner Krage asked to hear comments from the California Highway Patrol and from other people who use the intersection to find out what could be or should be done in the short-term to improve safety.

Chairman Susman opened the meeting for public comment and the following is a synopsis of what was stated.

Beverly Pack - Ponderosa Pines. She provided a background of information she had collected since 1979 concerning Caltrans recognition of the need to widen SR 49 and the community's lack of cooperation.

Jim Young - Hidden Rock Drive. He stated that he went to the La Barr Meadows Road intersection and observed that it is 3/10ths of a mile north of the top of a slight rise which blocks sight distance to a driver coming out of La Barr Meadows Road going either north or south. The distance to the north and the distance to the south from La Barr Meadows Road or from Mountain Air Mobile Home Park does not permit enough time for a vehicle to enter the highway, and certainly not enough time to cross the highway and go in the opposite direction. Mr. Young urged the Commission and the state, the cities, and the Highway Patrol to get together and try to stop accidents from occurring at the La Barr Meadows Road intersection.

Stephanie Corry - Forest Springs Mobile Home Park on SR 49, a mobile home community for people fifty-years or older and has 310 home sites. She asked if the second left turn pocket lane turning into the Mountain Air Mobile Home Park going north could be made into a refuge lane for people to use when leaving La Barr Meadows Road going south. She stated this was a safety issue and should be looked at closely, and be funded.

Marjorie Burton - Manager at Mountain Air Mobile Home Park. She read a letter from a resident of the park who could not attend. The letter stated that access to SR 49 from La Barr Meadows Road or from the Mountain Air Mobile Home Park was located on a slight curve in the highway making it difficult to see traffic approaching at a high rate of speed. The letter reviewed what was discussed at a citizens meeting held at the Mountain Air Mobile Home Park in 2000 with Caltrans, California Highway Patrol, and Nevada County representatives. One measure that was proposed and implemented was the "lights on" policy. The writer stated in his letter that this was an emergency area and must be treated as such. Ms. Burton suggested installing a traffic activated signal light like the one located at Lime Kiln Road.

Ed Michalkiewicz - Lt. Commander of the California Highway Patrol for the Grass Valley Area. He stated that traffic on Highway 49 has been increasing and that Nevada County is the fifth fastest growing county in California. He said he was open to being on any committees and meeting with anyone with regards to recommendations concerning this area. Lieutenant Michalkiewicz stated that historically Nevada County averages fourteen fatalities a year.

A member of the audience commented that the Gold Country Stage bus, returning from Auburn going north, did not drive into the Mountain Air Mobile Home Park, and therefore she had to cross the highway to access the bus. Lieutenant Michalkiewicz responded his department did not regulate the Gold Country Stage.

A discussion ensued regarding the headlight safety issue, and the difference of running lights from headlights, ending with a request from Commissioner Sutherland that Lieutenant Michalkiewicz write an article in *The Union* newspaper to apprise people of the importance of putting their headlights on in this section of the highway. Lieutenant Michalkiewicz stated he already had done this, but would write another article to reemphasize the necessity for headlights within the headlight safety section of the highway. He mentioned it was the "locals" that abuse the headlight law the most.

Arthur Johnston - Nevada City. He suggested placing a twenty-five mile zone on SR 49, a transitional zone near the danger points. He stated it would be a sufficient annoyance that would cause a better fix to be implemented sooner. Mr. Johnston also suggested that signs be placed on side streets entering or exiting Highway SR 49 to remind people to turn their headlights on or off.

Jerry Mehren - Member of the SSTAC. He asked about the plans to collect frontage roads in the area to a single intersection. Commissioner Krage and Mr. Brannon provided responses to Mr. Mehren's question.

Ann Marie Robinson - Caltrans Regional Planner. She distributed her business cards and asked the public to contact her with comments or questions.

Christine Quick - Howe Avenue off of La Barr Meadows Road. She turns left from La Barr Meadows Road onto SR 49 daily. She stated there was not enough time or space to get out onto SR 49 safely.

Jim Tucker - Owner of Forest Springs Mobile Home Park. He asked that the following be considered as interim solutions. 1) Install a dangerous intersection sign - flashing lights. 2) Retime the Alta Sierra traffic signal to allow a break in traffic flow. 3) Restripe the intersection to provide an acceleration lane for vehicles to come out from La Barr Meadows Road.

Dan Elsom - He asked what Caltrans and the Operational Policy Committee was going to do to address the issue of Highway 49 with the growth that is occurring in Nevada County and if we would have to reach ten to twenty fatalities for something to be done.

Chairman Susman closed public comment.

In response to Commissioner Sutherland's questions regarding rate of speed and sight distance on this section of state highway, Mr. Peterson responded that there are minimum sight distance requirements based on design speed, that the state legislature designates state highways, and there was adequate sight distance at the intersection. Mr. Peterson said that he would inquire if it was possible to restripe the area as a two way left turn lane instead of having it designated as left turn pocket lanes.

Lieutenant Michalkiewicz suggested using a yellow black sign indicating there was an intersection ahead and installing a yellow blinking light indicating a hazardous situation ahead. He suggested another idea would be to use "Bots Dots" (small bumps in the road), which would cause people to slow down. Mr. Peterson responded that rumble strips are a noise issue.

Chairman Susman summarized that the interim solutions for the intersection could be restriping of the double left to a refuge lane, installing a flashing light and/or signage, and retiming of the Alta Sierra signal light. He asked Mr. Peterson if Caltrans could get solutions implemented within a month or come back at the next meeting with a timeline and let the Commission know what Caltrans plans to do to resolve the safety issues at the La Barr Meadows Road/SR 49 intersection.

Commissioner Krage stated a need for lines on the pavement to indicate that this was an intersection in order to give a more visual message to the driver on SR 49. Also he questioned if there would be interest by at least two property owners, the Mobile Home Park and the Real Estate business to voluntarily close one of their encroachments, since fewer encroachments cause less for a driver to absorb and watch out for. Commissioner Sutherland noted that going north, there are two lanes that merge into one lane that causes traffic to bottleneck, and asked if a transitional speed limit could be installed to force people to slow down. Mr. Peterson responded that in order to make this area an enforceable speed zone, a traffic survey would have to be done.

Commissioner Guerra stated that one of the speakers noted the difficulty of crossing SR 49 to catch the bus and suggested that when locating new bus stops, transit services consider this problem. She also suggested that when unmet transit needs were discussed again, to encourage the use of transit as a possible solution to reducing traffic in this area.

Chairman Susman stated that the message was clear and the expectation was to see rapid short-term improvements. He asked, if at the next Commission meeting, Mr. Peterson could possibly provide information on the feasibility of getting a traffic light. Mr. Peterson responded that the Caltrans Operations Department would have to do another warrant study. He would look into doing a two-way left turn lane and installing a flashing beacon with intersection warning signs. Mr. Peterson noted that the retiming of the Alta Sierra light was an operations issue and he would pass that suggestion on to the Operations Department. He would also ask them to perform a speed zone survey in response to Commissioner Sutherland's request to look into lowering the speed limit in that area to 45 miles an hour.

Mr. Peterson stated he would look into the number of deaths that a previous speaker stated *The Union* newspaper had quoted since it was different than Caltrans records and all fatal accidents are put into the Caltrans database by the CHP. Lieutenant Michalkiewicz remarked that all reported accidents get entered in their database, but that they are running six to eight months behind.

Chairman Susman requested a break at 10:40 a.m. The Commission meeting reconvened at 10:50 a.m.

CONSENT ITEMS:

5. NCTC Minutes: June 18, 2003. *Approved.*

Motion made by Commissioner Arnett to approve the consent item. Commissioner Guerra seconded the motion. Commissioner Sutherland was absent. Commissioners Krage and Sevens abstained. Motion passed 4 to 0.

ACTION ITEMS:

6. Allocation Request from Nevada County.

Commissioner Stevens removed herself from participating in this action item and left the dais.

Executive Director Landon stated that Nevada County had submitted claims for both Local Transportation Funds and Community Transit Services Funds for FY 03/04 and asked for adoption of Resolution 03-17.

Commissioner Sutherland returned to the dais.

Chairman Susman questioned the origin of the numbers and what level of service the monies were going to be funding. Bill Derrick, Manager of Transit Services, explained that the budget adopted by the Board of Supervisors calls for a significant reduction of service, with the changes of service being discussed. The amounts in the claim are consistent with the budget. Commissioner Krage clarified that the budget is based on what the auditor has projected in terms of sales tax receipt and that the claims are the maximum that would be supported by the auditor and is assuming all the money is needed for transit and paratransit. Mr. Derrick agreed and said he was claiming every dollar that is estimated to be available in FY 03/04. Chairman Susman stated he wanted to go on record that there are unresolved issues that the Commission or the future OPC needed to resolve and should have resolved prior to going to the Board. He stated he would support this as an interim placeholder, not as a direction that this is going to be the final level of service.

Brad Bradford, President of the Board of Directors for Telecare, stated that funding in this claim for Telecare would cut \$343,000 from the Telecare budget which would result in a reduction of 710 hours of service monthly. This equates to a reduction of 1500 rides and a 20% reduction in staff. Chairman Susman momentarily interrupted Mr. Bradford to note that his comments were

more appropriate for when the OPC convened, but due to Mr. Bradford's need to leave before that meeting convened, to continue his comments. Mr. Bradford stated that such a cut in funding was in violation of the contract Telecare had with the County and asked the Commission to take in consideration the facts he presented because it would affect many people who needed paratransit services.

A motion was made by Commissioner Arnett to adopt Resolution 03-17. Commissioner Guerra seconded the motion. The motion passed unanimously 6 to 0.

Commissioner Stevens returned to the dais to resume participation in the Commission meeting.

7. Allocation Request from the Town of Truckee for Regional Surface Transportation Program (RSTP) Funds.

Executive Director Landon explained that the Town of Truckee was requesting \$200,000 for their paving and drainage project for 2003. Mr. Landon stated that this was within the amount that would be apportioned to them and requested adoption of Resolution 03-18.

A motion was made by Commissioner Krage to adopt Resolution 03-18. Commissioner Arnett seconded the motion. The motion passed unanimously.

8. Final Western Nevada County Five-Year Transit Development Plan.

Executive Director Landon stated that the action being requested of the Commission is to accept the final plan as being complete under the terms of the agreement with the consultant, LSC Transportation Consultants, Inc. He stated that actual implementation of the report comes under the auspices of the Operational Policy Committee (OPC).

Geoff Straw, the consultant, had distributed a one-page synopsis of the changes that had been made since the last presentation of the report in June addressing the issues that were brought up by the SSTAC, the Commission, and staff. He noted that delaying implementation of the service recommendation from July 1st until September 1st cost approximately \$144,000.

Executive Director Landon stated that as a response to comments that were made at the June meeting, Mr. Mike Woodman conducted an outreach effort with the local businesses and schools in the area to give them an opportunity to comment on the report and to consider providing additional funding for transit.

In response to Chairman Susman's concern of the level of outreach, Mr. Woodman gave a review of what steps he took. He noted he did receive comment from many of the businesses that they were not in a position financially to entertain the idea of assisting transit services.

The following is a synopsis of comments made from Commissioners and the audience on the *Final Western Nevada County Five-Year Transit Development Plan*:

Commissioner Guerra stated she was interested in the comments from the Downtown Association and noted that maybe the cities should look into exploring how developers can contribute toward transit services. She also wanted to note that when funding shortfalls occur, Exhibit D in the Gold Country Telecare contract sets priorities for providing services. Commissioner Krage asked and the Commission agreed that the matrix, Exhibit D, of the contract be sent out as an attachment with the letter that transmitted the final Transit Development Plan.

Barb Dakin, a member of the audience stated that the argument for stopping Route 7 pertained to the fact that it was not used for general public use and that it was used for children. She stated the families of these children were the general public and that this was a lousy argument.

Michael Hill-Weld, Director of the Nevada County Director of Transportation and Sanitation, stated that he was actively participating in the planning process of projects within the cities, as well as, with the County and was looking at what participation developers could have in facilitating both the fixed route and paratransit services. He also thanked the Commission, the consultant, and the Commission staff for the TDP process and the report. He stated that the TDP process provided a valuable forum which allowed an opportunity to identify and discuss many of the issues that exist in terms of services, as well as, the levels of service that can be sustained over the period of the plan.

Bob Lobell, a member of the audience stated he rode the bus regularly and noted that the discount offered to the aged or disabled should be offered to the working poor. The two-tier system could be construed as discriminatory to low income persons who do not receive the discount. It is his opinion that the only way to put the mass transit system on a sound basis is through a sales tax program similar to the one that improved the library system. The Commission could make this suggestion to the bodies that have the authority to implement sales tax. Commissioner Guerra responded that the current discount offered is to get people off the very heavily subsidized paratransit services.

Joy Waite, a member of the audience reviewed her comments on a handout she distributed to the Commission. She stated that her view of good planning was based on a vision of the future and that attempts to decrease service on Gold Country Stage was short-sighted with the knowledge of the County being the fifth fastest growing county in the state. Ms. Waite reviewed what she saw as flaws of the TDP and provided the following solutions: 1) Post route maps at all bus stops. 2) Have route maps available at more locations than just the libraries and from drivers. 3) Post schedules and general descriptions of routes (already available on the large full color route map) in *The Union* newspaper on a regular basis. 4) Encourage employers to provide a bus pass as part of compensation. 5) Realize the total savings of a Transportation Budget that emphasizes a well run public transit system over all the costs required for the single person automobile.

Jerry Mehren, a SSTAC member stated that the bus system should not be allowed to collapse.

Arthur Johnston, a member of the public stated the report was sufficiently defective and inadequate and that it should not be adopted now and gave his examples why: 1) Farebox recovery rate for Route 7 was not addressed. The bus might make money if it is carrying a lot of children. On other routes the report does indicate the low farebox recovery, which he understood had to be at least 10% to meet the state's requirements. 2) The report does not address some alternate ways of achieving the higher farebox recovery that are adopted in other counties and referred to El Dorado County as an example. 3) He did not feel the public has been given an opportunity to learn the consequences of the inadequacies of the report. For that reason he recommended that the Commission not adopt the report or accept it until the inadequacies were fixed.

Commissioner Bedwell stated that Route 7 seemed to be a concern with many people and asked what reserves were available to save the route.

Geoff Straw responded that Route 7 carried 12,000 passengers, and cost \$24,000 to operate. At the last meeting there was a discussion to raise the fares to make it more viable, but at some point if the fares are raised too high, people won't use the service. Route 7 does have a high farebox recovery ratio, but serves the third lowest ridership in the whole system. If you subtract the fares from the operating cost, the subsidy required is \$18,000.

Mr. Derrick, Transit Services Manager, responded that there were some avenues to pursue, and mentioned the reserve and unclaimed funds remaining from the prior year, and the potential monies that may be available upon resolution of the Joint Powers Agreement issue.

Mr. Woodman clarified for the Commission that acceptance of the Final *Western Nevada County Five-Year Transit Development Plan* as being complete per the terms of the contract did not force the Commission to approve the recommendations. The Operational Policy Committee and the Transit Services Department can use the report as a planning tool to decide what recommendations to implement.

Commissioner Krage made a motion to adopt Resolution 03-19. Commissioner Bedwell seconded the motion. The motion passed unanimously.

PUBLIC COMMENT:

No comment was given on items not on the agenda.

COMMISSION ANNOUNCEMENTS:

Commissioner Sutherland stated she met with the community of North San Juan and they expressed complaints about not having adequate bus route maps and would like bus stops posted. They really appreciated the colored maps that were available in the past.

SCHEDULE FOR NEXT MEETING

Wednesday, September 17, 2003 at 9:30 a.m., at the Truckee Town Council Chambers.

ADJOURNMENT OF MEETING

Commissioner Arnett motioned to adjourn. The meeting adjourned at 11:56 a.m.

Respectfully submitted: _____
Nancy D. Holman, Administrative Services Officer

Approved on: _____

By: _____
Joshua J. Susman, Chairman
Nevada County Transportation Commission